

Application No. 10/811672
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Amendment
Attorney Docket No. H01.2B-11499-US01

Amendments To The Claims:

1. **(Currently Amended):** A braking system for battery-powered industrial trucks, the trucks having wheels, one of which is a driving wheel, the system comprising:

a three-phase driving motor (10) which drives the driving wheel,

a first braking device (12) associated with the driving wheel,

a brake pedal (20) with which a braking signal generator (22) is associated to generate a first electric braking signal corresponding to a desired braking force value in response to the excursion of the brake pedal (20),

a control device (14, 16) for the driving motor (10) through which the torque of the driving motor (10) is controlled,

a first conversion unit (32) in the control device which converts the first braking signal into a desired torque value for the driving motor (10),

a second conversion unit (34) in the control device which detects and converts an actual torque value of the driving motor (10) into an actual braking force value and generates an actual braking signal, the braking device being controlled by a braking control device (18) through a second braking signal, the braking control device (18) including a comparator device (36) ~~wherein~~ wherein the first braking signal is compared with the actual braking signal to form the second braking signal for the ~~breaking~~ braking device.

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2. **(Previously Presented):** The braking system as claimed in claim 1, wherein a third conversion unit (38) is provided which transforms the actual braking signal into a braking current for a current controller (40,42) to generate the second braking signal for the braking device in response to a current braking force characteristic.
3. **(Previously Presented):** The braking system as claimed in claim 1, wherein the first braking device is a hard stop braking device and is associated with the driving wheel and the braking signal generator (22) generates a hard stop signal (50) for the hard braking device if the first braking signal becomes a maximum.
4. **(Previously Presented):** The braking system as claimed in claim 1, wherein the first braking device is a hard stop braking device and is associated with the driving wheel and the brake control device (18) generates a hard stop signal for the hard stop braking device if the braking signal generator receives an error signal.
5. **(Previously Presented):** The braking system as claimed in claim 3, wherein the hard stop signal is provided to the hard stop braking device (12) via a time delay member.
6. **(Previously Presented):** The braking system as claimed in claim 1, wherein the industrial truck has a travel direction sensor and/or a load sensor sensing the load imposed, the signals of which are inputted to the brake control device (18) which varies the second braking signal in dependence on the direction of travel and/or the load.
7. **(Previously Presented):** The braking system as claimed in claim 1, wherein the industrial truck has a lifting height sensor, the signal of which is provided to the brake control device (18) which generates the second braking signal varying in dependence of the lifting height.